

CONGRATULATING CLAIRE
HOWARD

HON. PATRICK J. TOOMEY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. TOOMEY. Mr. Speaker, today I rise to congratulate Claire Howard, one of my constituents, on her appointment as the President-Elect of the United States Serra Club. In 2001, Mrs. Howard will become the first woman President of the USA Council and also the first in the history of Serra International.

Mrs. Howard is a charter member of the Bethlehem Serra Club and over the years has served as an active member on almost all of the standing committees. Of particular note is Mrs. Howard's service as the Coordinator of the Serra Clubs of Allentown Diocese's "Life/Vocation Awareness Weekend." The weekend offers any adult who would like to explore the possibilities of entering the priesthood or a religious order a time to reflect, pray and interact with priests. In addition to her work with the Serra Club, Mrs. Howard is an active member of the Morning Star Rotary Club, Junior League of the Lehigh Valley, Bethlehem Palmette Club, and the Bethlehem Quota Club.

I applaud Mrs. Claire Howard on her new appointment and wish her the best of luck in this new assignment.

HONORING CECIL WALT

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. McINNIS. Mr. Speaker, it is with great sadness that I take this moment to honor the life of Cecil Walt. Cecil recently passed away at age 98. Cecil spent nearly half of his life serving the Grand Valley in a number of different capacities. As family and friends mourn this great loss, I would like to pay tribute to this remarkable human being.

Cecil moved to the Grand Valley in 1944, settling in Grand Junction, Colorado. During his time on the western slope he owned and operated five different automotive stores, but was best known for his work for the community. It was not long after residing in Grand Junction that he decided to run for mayor and was elected. His work for the city will forever be enshrined along the Main Street Shopping Park, which he was instrumental in constructing.

Cecil's work to improve the city of Grand Junction earned national attention in 1963 when Look Magazine named it an "All-American City." Cecil was also very active in crusades to protect western slope water rights and to ensure that the Eisenhower Tunnel was built where it stands today, to ensure motorists safe passage from the western slope on into Denver.

Former Colorado State Senator Tilman Bishop, in recent article by Zack Barnett in The Grand Junction Daily Sentinel, had this to say about former Mayor Cecil Walt, "He was a visionary, he was always putting things together for the future."

Cecil worked very hard to ensure that the Grand Junction community was a better place for all to live. He served his community, State,

and Nation admirably and he will be greatly missed.

TRANSPORTATION RECALL EN-
HANCEMENT, ACCOUNTABILITY,
AND DOCUMENTATION (TREAD)
ACT

SPEECH OF

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 10, 2000

Mr. MARKEY. Mr. Speaker, I rise in support of the so-called "TREAD Act" and I want to commend Chairman BULEY, Chairman TAUZIN, Chairman UPTON, Ranking Member Mr. DINGELL, Mr. LUTHER, and the many Commerce Committee colleagues who have worked very hard on this bill for bringing this legislation to the floor at this time. Hopefully, with time running out we can convince the Senate to similarly take up legislation on this issue and we can get a bill to the President's desk before Congress adjourns.

This legislation was initially prompted by the Firestone recall of some of the over 6 million tires used primarily on the Ford Explorer. As has become readily apparent during the course of our congressional investigation, both Firestone and Ford knew that there were problems years before they told the National Highway Traffic Safety Administration (NHTSA) or the American public.

This legislation has many provisions designed to enable NHTSA to perform its job better and new measures to increase the safety of American motorists and give consumers needed information. The bill includes an increase in civil penalties, consumer protections against the resale of defective or recalled tires, and a mandate to NHTSA to update the tire safety standards, which haven't been updated since 1968.

In addition, I successfully amended the bill in Committee to require NHTSA to conduct dynamic testing for rollovers. The fact is that these SUVs, minivans, light trucks represented in 1997 some 46 percent of all new vehicle sales in the United States and they are obviously very popular vehicles.

Mr. Speaker, according to NHTSA, rollovers are the second most common type of fatal crash after head-on crashes for all cars—but it is the most common type of fatal crash for light trucks, which includes SUVs, pickup trucks and minivans.

And we know today that sport utility vehicles have a 3 times higher probability of rolling over than passenger cars due to their higher center of gravity. And we also know that although traffic deaths reached an all time record low last year, rollover deaths continued to climb—to over 10,000 fatalities last year. In addition to fatalities, rollovers cause 55,000–60,000 serious injuries each year.

In my view, given the nature of the types of vehicles on our roadways and auto showrooms today, this dynamic rollover testing is overdue and I believe it will enhance information available to consumers purchasing vehicles for the families.

The rollover amendment I successfully added to the bill in Committee tasks NHTSA with the duty to develop, as part of a rule-making, a consumer information program that best disseminates the dynamic rollover test re-

sults to the public. Obviously it will do little good to the consuming public if the rollover test results are not publicized and disseminated widely. Information is the consumer's best friend—and I believe that consumers would be well-served when contemplating SUV purchases, for instance, at the showroom, to have such test results readily available to them. In addition, informational brochures and Internet websites can also be a valuable resource for consumer information.

As the rollover provision makes clear, the rollover test requirement does not apply to recreational vehicles designed to provide temporary residential accommodations. My intent in offering this provision was to deal primarily with SUVs, minivans, light trucks—those vehicles that many consumers are purchasing today that have a elevated center of gravity, giving these vehicles a proclivity to rollover in certain circumstances. Nor is this provision intended to apply to multiple stage vehicles such as specialized delivery trucks or custom van conversions produced in extremely limited quantities. These multistage production vehicles are produced by small volume customizer operations. This production "niche" is filled by small producers who buy incomplete vehicles (chassis) from the large vehicle manufacturers and mount a specialized body and related equipment on these limited volume vehicles. Specialized delivery vehicles below the 10,000 lbs. gross vehicle weight rating such as ambulances, bread trucks and other custom made, work-related vehicles do not have a mass market and are not the focus of this provision.

In addition, I also amended the legislation during Commerce Committee consideration to add a requirement that tire pressure warning systems become standard in vehicles. Such a standard could help save lives, help conserve fuel, and prolong the integrity of tires.

When NHTSA looked at this issue in 1979 and 1980, it decided at that time that the technology was too expensive. In the last 20 years, there has been significant development in this technology and the cost is much less. In 1981, NHTSA thought that it would cost around \$15 per vehicle and today our information is that it may cost merely \$2.50 per car—for all 4 tires. So this technology is but a fraction of the cost that it was when this was last formally considered by NHTSA.

For example, new technology allows modifications to the antilock brake system to measure the spin rate of the wheel and this is the technology that has now become a standard feature on the 2000 Sienna van.

As I understand it, the way the technology works is that the device monitors each tire and relays information to a warning mechanism inside the car. When the monitor finds a tire that is under-inflated the warning light or sound comes on to indicate a tire pressure problem—just as a warning light flashes when a motorist's brake fluid runs low today.

I believe this modest safety addition will save many lives. It is a provision that responds to the testimony we received from the industry that they expect American motorists to be cognizant of the tire pressure of their vehicles, adjusting it from time to time to insure proper inflation.

This is life-saving technology and I am heartened to see that this mandate for in-vehicle, tire pressure monitoring devices is now part of this legislation as it is considered today on the Floor.